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# EUROPEAN PATENT APPLICATION

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**(54) Adjustable pedal assembly**

(57) An adjustable pedal assembly includes a mounting arrangement (1) for attachment to a vehicle structure (37), an accelerator pedal (6), a brake pedal (7), and a clutch pedal (8). The pedals (6, 7, 8) are pivotally supported with respect to the mounting arrangement (1) and define a first pivot axis (9). An adjustment element (5) is pivotally supported with respect to the mounting structure (1) and defines a second pivot axis (4). The adjustment element (5) selectively moves the pedals (6, 7, 8) between a plurality of operable positions. The adjustable pedal assembly is characterized by the pedals (6, 7, 8) being pivotally supported with respect to the adjustment element (5) wherein the second pivot axis (4) is generally parallel to the first pivot axis (9). A driving mechanism with an electric motor (11) and gear assembly (12) is used to rotate the adjustment element (5) about the second pivot axis (4). The pedals (6, 7, 8) are pivotally mounted within the adjustment element (5) to pivot about the first pivot axis (9), thus the first pivot axis (9) moves with respect to the second pivot axis (4) when the adjustment element (5) is rotated.

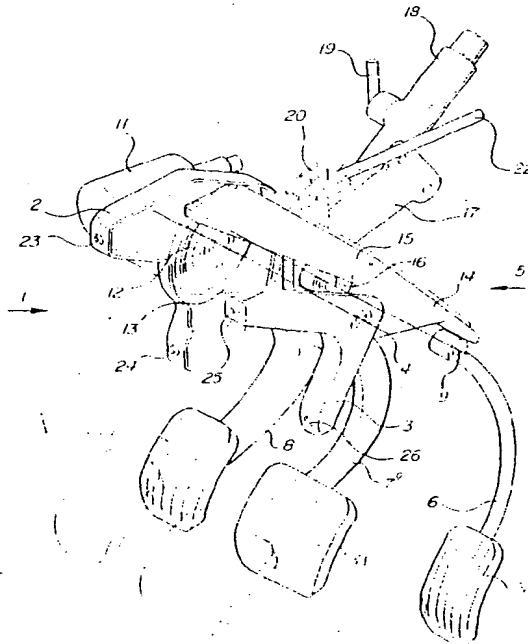


FIG-1

## Description

### TECHNICAL FIELD

[0001] The present invention concerns an adjustable pedal assembly for a vehicle including a mounting arrangement for attaching the pedal assembly to a vehicle structure where a plurality of pedals are arranged pivotally relative to the mounting arrangement and are arranged pivotally relative to an adjustment element, with the pedals pivoting about one axis and the adjustment element pivoting about another axis.

### BACKGROUND OF THE INVENTION

[0002] Conventional automotive technology has provided an adjustable driver's seat to accommodate drivers of various heights. Typically, seat adjusters can move the seat in various directions including up and down, fore and aft, and/or tilting the seat relative to the vehicle. This allows the driver to move closer to or farther away from vehicle control pedals. Another option used in the automotive industry to accommodate drivers having different heights, is to provide the vehicle with an adjustable steering wheel. The steering wheel is typically adjustable in a longitudinal direction in relation to the vehicle and can usually be adjusted vertically.

[0003] Despite the great adjustment possibilities that exist with these two different options, it is not always possible to find an optimal driving position if the mounting of the vehicle control pedals is fixed within the vehicle. A third option is to have vehicle control pedals that are selectively adjustable to accommodate drivers having different heights. One such adjustable pedal assembly is described in U.S. Patent No. 4,870,871. The adjustable pedal assembly in this patent involves fastening the pedals along threaded shafts, whereby the pedals can be shifted horizontally toward or away from the vehicle driver through rotation of the shafts. This construction is complicated and expensive. Additionally, if the vehicle collides with another object, some of the pedal components in this design may come into contact with the driver, which is undesirable.

[0004] For an adjustable pedal assembly to operate well in practice, it is not sufficient that the pedals merely be shiftable toward and away from the driver. In positions where the pedals are far away, i.e., at a long distance from the driver, it is necessary that pedal pads be orientated in a more vertical position than is the case when the pedals are closer to the driver. A shorter driver, who moves the driver's seat closer to the steering wheel and higher up, will maneuver the pedals more from above than is the case with a tall driver who lowers the driver's seat and moves it away from the steering wheel.

[0005] Thus, it would be desirable to provide an adjustable pedal assembly that includes horizontal adjustment, i.e., adjustment in fore and aft directions with respect to the vehicle, and which includes angular adjust-

ment of the pedal pads so that the pads can be angled upwardly when the pedals are closer to the driver. It is important that this pedal assembly include a drive arrangement for selectively adjusting pedal position that can be easily integrated in the vehicle. It is also desirable for the adjustable pedal assembly to be designed such that if the vehicle is in a collision, the pedal components will not come into contact with the driver. Finally, the adjustable pedal assembly should be simpler in design and less expensive than prior art pedal assemblies.

### SUMMARY OF THE INVENTION AND ADVANTAGES

[0006] An adjustable pedal assembly includes a mounting arrangement for attachment to a vehicle structure and at least one pedal pivotally supported with respect to the mounting structure. The pedal pivots about a first pivot axis. An adjustment element is pivotally supported with respect to the mounting structure and defines a second pivot axis. The adjustment element selectively moves the pedal between a plurality of operable positions. The assembly is characterized by the pedal being pivotally supported with respect to the adjustment element wherein the second pivot axis is generally parallel to the first pivot axis.

### BRIEF DESCRIPTION OF THE DRAWINGS

[0007] Other advantages of the present invention will be readily appreciated as the same becomes better understood by reference to the following detailed description when considered in connection with the accompanying drawings wherein:

Figure 1 is a perspective view of the subject adjustable pedal assembly;  
Figure 2 is a front view of the adjustable pedal assembly shown in Figure 1; and  
Figure 3 is a side view of the adjustable pedal assembly shown in Figure 1.

### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

[0008] Referring to the Figures, wherein like numerals indicate like or corresponding parts throughout the several views, an adjustable pedal assembly is shown in Figure 1. The invention will be described below using directional and positional indications. These indications concern the conditions that prevail when the object of the invention is mounted in a vehicle. Thus, indications such as "left," "right," "forward (fore direction)," "rearward (aft direction)," etc. in the application concern corresponding indications as normally used in connection with a vehicle and should not be considered limiting.

[0009] In Figure 1, reference number 1 generally concerns a mounting arrangement by which the adjustable pedal assembly is mounted to a vehicle structure.

The mounting arrangement 1 is designed and situated to provide a securing of the pedal assembly in a special supporting bar that is separate from a vehicle cowl so that the pedal assembly is not affected by such movements that the cowl might make during a collision. The mounting arrangement 1 which thus will be designated as stationary relative to the vehicle, is comprised of a first fastening element 2 and a second fastening element 3 with fastening points 23 and 24 as well as 25 and 26, respectively. The two (2) fastening elements 2 and 3 have supports that define a pivot axis 4. Any type of fasteners known in the art can be used to fasten the fastening elements 2, 3 to the vehicle structure 37 at fastening points 23, 24, 25, 26.

[0010] The object of the invention also includes an adjustment element that is generally designated by 5. The adjustment element 5 is connected to the mounting arrangement 1 and is pivotal relative to the mounting arrangement about the pivot axis 4.

[0011] The adjustment element 5 serves to fasten and support a plurality of pedals 6, 7, 8 which are supported by the mounting arrangement 1. Each of the pedals 6, 7, 8 is connected to an actuator that is used to control a vehicle system. This will be discussed in greater detail below.

[0012] Preferably, pedal 8 is a clutch pedal used to activate a clutch mechanism for shifting gears within a vehicle. Pedal 7 is preferably a brake pedal used to activate a vehicle braking system and pedal 6 is preferably an accelerator pedal used to activate an engine throttle. While three (3) pedals 6, 7, 8 are shown, it should be understood that the adjustable pedal assembly could include more or less pedals. Each of the pedals 6, 7, 8 extends downwardly from the adjustment element 5 and terminates at a pedal pad 30, 31, 32, respectively. The pedal pads 30, 31, 32 are attached to free ends of the pedals 6, 7, 8 and are adapted to receive the driver's foot.

[0013] The pedals 6, 7, 8 are pivotally supported in the adjustment element 5 and are pivotal around a common pivot axis 9, which is shown in Figure 1. The two (2) pivot axes 4 and 9 are essentially parallel to each other, and are approximately horizontal and crosswise relative to the longitudinal direction of the vehicle.

[0014] As an alternative to the common pivot axis 9 for the three (3) pedals 6, 7, 8, it is possible that each of the pedals 6, 7, 8 could be suspended around two or possibly three pivot axes separated from each other. In this embodiment also, the pivot axes are approximately parallel to each other, and are generally horizontal and orientated crosswise relative to the longitudinal direction of the vehicle.

[0015] It is evident from the view in Figure 3, which shows the adjustable pedal assembly from the side, that the pivot axis 9 for the pedals 6, 7, 8 is located beneath and in front of the pivot axis 4 for the adjustment element 5. Because the pedals 6, 7, 8 in the unactuated state are spring-tensioned to stop positions in the clockwise

direction around the pivot axis 9, it is evident that with the pivoting of the adjustment element 5 around the pivot axis 4, the adjustment element 5 and the pedals 6, 7, 8 suspended on the adjustment element 5 will move as a rigid unit.

[0016] Figure 3 shows the pedals 6, 7, 8 with solid lines in the unactuated state and in an initial position before such a pivoting and with dashed lines in the unactuated state after such a pivoting. In other words, the solid lines show the position of the pedals 6, 7, 8 at their furthest position from the driver before they are pivoted as a unit about pivot axis 4 and the dashed lines show the position of the pedals 6, 7, 8 after they have been pivoted as a unit about pivot axis 4 and where the pedals 6, 7, 8 are in their closest position to the driver. It is evident from Figure 3 that as the pedals 6, 7, 8 were pivoted about pivot axis 4, the pedal pads 30, 31, 32 were shifted rearwardly in the longitudinal direction of the vehicle to a considerable extent. Additionally, as the pedals 6, 7, 8 were pivoted about pivot axis 4, the pedal pads 30, 31, 32 were angled upwardly at an angle that is as great as the angle of rotation for the adjustment element 5 around the pivot axis 4. The pedal pads 30, 31, 32 are also lifted to a higher level.

[0017] In the example shown, the longitudinal shift of the pedal pads can be up to 100 mm with a pivot angle of about 18° around the pivot axis 4 at the same time as the pedal pads 30, 31, 32 are lifted about 20 mm. A corresponding angling up of the pedal pads 30, 31, 32 is also effected. The position of the pivot axis 9 of the pedals 6, 7, 8 in the example illustrated means that in the initial position according to the drawing, an angle is formed between a vertical line 34 through the pivot axis 4 and a connecting line 35 between the pivot axis 4 and the pivot axis 9 of approximately 35°. It should be understood that the numerical quantities for the horizontal, vertical, and angular adjustments discussed above, are exemplary in nature and are not limiting.

[0018] A driving mechanism is used to selectively move the adjustment element 5 about the pivot axis 4. In the fastening element 2 of the mounting arrangement 1, shown in Figure 2, a stator element 10 is attached to an angular gear assembly that can be selectively driven under the effect of an electric drive motor 11. The angular gear assembly has a rotor element 12 that rotates with respect to the stator 10, seen in Figure 1, and which is supported on the fastening element 2 to drive the adjustment element 5. Thus, with the rotation of the rotor element 12, the adjustment element 5 will follow the movement and hence pivot about the pivot axis 4.

[0019] The angular gear assembly is designed as a planetary gear that is self-braking and designed to handle very large rotational torques on the order of 1000 Nm (Newton-meters) or more. Thus, no locking element is required for locking the adjustment element 5 in the selected adjustment position. The gear assembly is also extremely compact in its outer dimensions which improves packaging.

[0020] As an alternative to the angular gear, a linear adjusting device can be coupled to a connecting element 15 that extends between fastening element 2 and fastening element 3, and which is located at a distance from the pivot axis 4. Optionally the linear adjusting device can be connected to an element that is non-rotationally connected to the connecting element 15.

[0021] To summarize, the the pedals 6, 7, 8 in the adjustable pedal assembly are pivotally supported with respect to the adjustment element 5 wherein the second pivot axis 4 is generally parallel to the first pivot axis 9. The driving mechanism with the electric motor 11 and gear assembly 12 is used to selectively rotate the adjustment element 5 about the second pivot axis 4. The pedals 6, 7, 8 are pivotally mounted within the adjustment element 5 to pivot about the first pivot axis 9, thus the position of the first pivot axis 9 moves with respect to the second pivot axis 4 when the adjustment element 5 is rotated.

[0022] The adjustment element 5 has two (2) opposite fastening ears 13 and 14, one on each side of the connecting element 15. One fastening ear 13 is connected to the rotor element 12 of the angular gear assembly. The other fastening ear 14 has an articulated connection with fastening element 3 so that the adjustment element 5 becomes pivotal around the above pivot axis 4. The connecting element 15 extends horizontally between the two (2) fastening ears 13, 14.

[0023] Fastening ear 13 on the adjustment element 5 extends forwardly from the rotor element 12 and serves to support a pivot pin 16, shown in Figure 2. The pivot pin 16 rotatably supports the clutch 8 and brake 7 pedals and extends longitudinally along pivot axis 9 such that the pedals 7, 8 rotate about pivot axis 9.

[0024] The clutch pedal 8 is connected to an actuator that controls the vehicle clutch. The actuator includes a forward-directed arm 17 that is attached to the adjustment element 5, and which serves to fasten a maneuvering device 18 in the form of a piston/cylinder unit that is to be actuated by the clutch pedal 8. The maneuvering device 18 is connected to a freewheel clutch of the vehicle via a tube that is designated by 19. The tube 19 is readily bendable and deformable such that it cannot transfer any movements to the pedal assembly or components of the pedal assembly in the case of a vehicle collision. Thus, when the tube 19 experiences a load level that exceeds a predetermined limit, such as when the vehicle collides with another object, the tube 19 will bend and will prevent the clutch pedal 8 from contacting the driver.

[0025] The accelerator pedal 6 is connected to an actuator that controls the vehicle engine throttle. The accelerator pedal 6 is preferably connected to an electric control potentiometer 36, shown schematically in Figure 2. The potentiometer 36 is fastened in the adjustment element 5 and which emits an electric signal that is dependent on the position of the accelerator pedal 6 around the pivot axis 9. The potentiometer 36 is con-

nected to the engine of the vehicle via electric lines. While an electronic throttle control configuration is preferred, the subject adjustable pedal assembly could be used in standard push-pull cable operated configurations.

[0026] The brake pedal 7 is connected to an actuator that controls the vehicle braking system. The brake pedal 7 has an arm 20 directed upwardly, which can be seen as an extension of the pedal arm 7 past the pivot axis 9. The upwardly directed arm 20 has a recess 21 in which a drag link 22 is fastened. The opposite (front) end of the drag link 22 is connected to a brake servo located in the vehicle. By application of the upwardly directed arm 20 the brake pedal 7 will be swung forward (away from the driver) if the drag link 22 should be shifted rearwardly (toward the driver) during a vehicle collision. This will prevent the brake pedal 7 from coming into contact with the driver during a vehicle collision.

[0027] To make the brake function independent of the pivoting of the adjustment element 5 around the pivot axis 4, the drag link 22 is located in the forward end position of the pedals 6, 7, 8 over a connection line between the pivot axis 4 and the forward fastening of the drag link 22 in the brake servo. With a counter-clockwise pivoting of the adjustment element, as seen in Figure 3, such that the pedals 6, 7, 8 are shifted rearwardly in the vehicle, the drag link will pass down on the underside of the connection line. Suitably, the drag link 22 is located symmetrically around the connection line in the two extreme positions of the pedals 6, 7, 8.

[0028] The maneuvering device designed as a piston/cylinder unit 18 for the clutch pedal 8 can be omitted and replaced with an arrangement of the type described above in connection with the brake pedal 7. It is also conceivable to use a hydraulic transfer with the brake pedal 7 of the type describe in connection with the clutch pedal 8. With regard to the accelerator pedal 6, a mechanical connection such as a wire or cable, can be used as an alternative to the electrical transfer described above.

[0029] The invention has been described in an illustrative manner, and it is to be understood that the terminology which has been used is intended to be in the nature of words of description rather than of limitation.

[0030] Obviously, many modifications and variations of the present invention are possible in light of the above teachings. It is, therefore, to be understood that within the scope of the appended claims, wherein reference numerals are merely for convenience and are not to be in any way limiting, the invention may be practiced otherwise than as specifically described.

#### Claims

- 55 1. An adjustable pedal assembly for a vehicle comprising:

- a mounting arrangement (1) for attachment to a vehicle structure (37);  
 a plurality of pedals (6, 7, 8) pivotally supported relative to said mounting arrangement and defining a first pivot axis (9); and
- characterized by said pedals (6; 7, 8) being pivotally supported in an adjustment element (5) that is secured to said mounting arrangement (1) and which is pivotal about a second pivot axis (4), said second pivot axis (4) being spaced apart from and generally parallel to said first pivot axis (9).
2. An assembly as set forth in claim 1 wherein said second pivot axis (4) is located in an aft direction from said first pivot axis (9) and said second pivot axis (4) is located vertically above said first pivot axis (9). 5
3. An assembly as set forth in claim 1 including a drive mechanism (11, 12) supported by said mounting arrangement (1) for pivoting said adjustment element (5) about said second pivot axis (4). 10
4. An assembly as set forth in claim 3 wherein said drive mechanism includes a gear assembly with a rotor element (12) that is driven by an electric motor (11). 15
5. An assembly as set forth in claim 1 wherein each of the pedals (6, 7, 8) is connected to an actuator that is supported on the adjustment element (5), said actuators having movable connections to the vehicle structure (37) that move said respective pedals (6, 7, 8) in a generally forward direction, away from a vehicle driver, when a predetermined load is achieved.
6. An assembly as set forth in claim 1 wherein an angle formed between a connection line (35) extending between said first (9) and second (4) pivot axes and a vertical line (34) extending perpendicular to said second pivot axis (4) is in the range of 30° to 40°. 20
7. An adjustable pedal assembly comprising:
- a mounting arrangement (1) for attachment to a vehicle structure (37);  
 at least one pedal (6, 7, or 8) pivotally supported with respect to said mounting arrangement (1) and defining a first pivot axis (9); and  
 an adjustment element (5) pivotally supported with respect to said mounting arrangement (1) and defining a second pivot axis (4), said adjustment element (5) for selectively moving said pedal (6, 7, or 8) between a plurality of operable positions;  
 said assembly characterized by said pedal (6,
- 7, or 8) being pivotally supported with respect to said adjustment element (5) wherein said second pivot axis (4) is generally parallel to said first pivot axis (9). 25
8. An assembly as set forth in claim 7 including a drive mechanism operably connected to said adjustment element (5) for selectively rotating said adjustment element (5) about said second pivot axis (4). 30
9. An assembly as set forth in claim 8 wherein said drive mechanism includes a gear assembly with a rotor element (12) that is driven by an electric motor (11). 35
10. An assembly as set forth in claim 9 wherein said pedal (6, 7, or 8) is connected to an actuator for activating a vehicle system, said actuator having a deformable connection to the vehicle structure (37) that deforms and prevents said pedal (6, 7, or 8) from moving toward a vehicle driver when a predetermined load is achieved. 40
11. An assembly as set forth in claim 7 wherein at least one pedal (6, 7, 8) is a plurality of pedals (6, 7, 8) that are pivotally supported with respect to said mounting arrangement (1), with each pedal (6, 7, 8) having a respective pedal pivot axis. 45
12. An assembly as set forth in claim 11 wherein said pedal pivot axes are generally parallel to said second pivot axis (4). 50
13. An assembly as set forth in claim 12 wherein said pedal pivot axes are non-collinear with respect to said second pivot axis (4). 55
14. An assembly as set forth in claim 13 wherein said pedal pivot axes are collinear forming said first pivot axis (9). 60
15. An assembly as set forth in claim 7 wherein said adjustment element (5) includes a connector (15) extending between a first ear (13) and a second ear (14), said first (13) and second (14) ears having pivotal connections with respect to said mounting arrangement (1) such that said connector (15) can pivot about said second pivot axis (4). 65
16. An assembly as set forth in claim 15 wherein said pivotal connection for said first ear (13) is a connection to a drive mechanism and said pivotal connection for said second ear (14) is an articulated connection to a fixed mounting element (3). 70
17. An assembly as set forth in claim 7 wherein at least one pedal is an accelerator pedal (6) extending downwardly from said adjustment element (5) and

terminating at an accelerator pedal pad (30), said accelerator pedal (6) being pivotal about said first pivot axis (9).

18. An assembly as set forth in claim 17 including a potentiometer (36) mounted adjacent to said accelerator pedal (6) and which emits an electric signal that varies with the position of said accelerator pedal (6) around said first pivot axis (9). 5
19. An assembly as set forth in claim 17 including a brake pedal (7) extending downwardly from said adjustment element (5) and terminating at a brake pedal pad (31), said brake pedal (7) being pivotal about said first pivot axis (9). 10 15
20. An assembly as set forth in claim 19 including a clutch pedal (8) extending downwardly from said adjustment element (5) and terminating at a clutch pedal pad (32), said clutch pedal (8) being pivotal about said first pivot axis (9). 20
21. An assembly as set forth in claim 20 wherein said clutch (8) and brake (7) pedals are pivotally mounted to said adjustment element (5) on a pivot pin (16). 25
22. An assembly as set forth in claim 19 wherein said adjustment element (5) simultaneously adjusts longitudinal positions of said accelerator (6) pedal and said brake pedal (7) when selectively activated by a driving mechanism. 30
23. An assembly as set forth in claim 22 wherein said adjustment element (5) simultaneously adjusts angular positions of said accelerator pedal pad (3) and said brake pedal pad (31) when selectively activated by said driving mechanism. 35
24. An assembly as set forth in claim 7 wherein said first (9) and second (4) pivot axes are non-collinear. 40
25. An assembly as set forth in claim 7 wherein said first pivot axis (9) moves with respect to said second pivot axis (4) as said adjustment element (4) rotates about said second pivot axis (4). 45

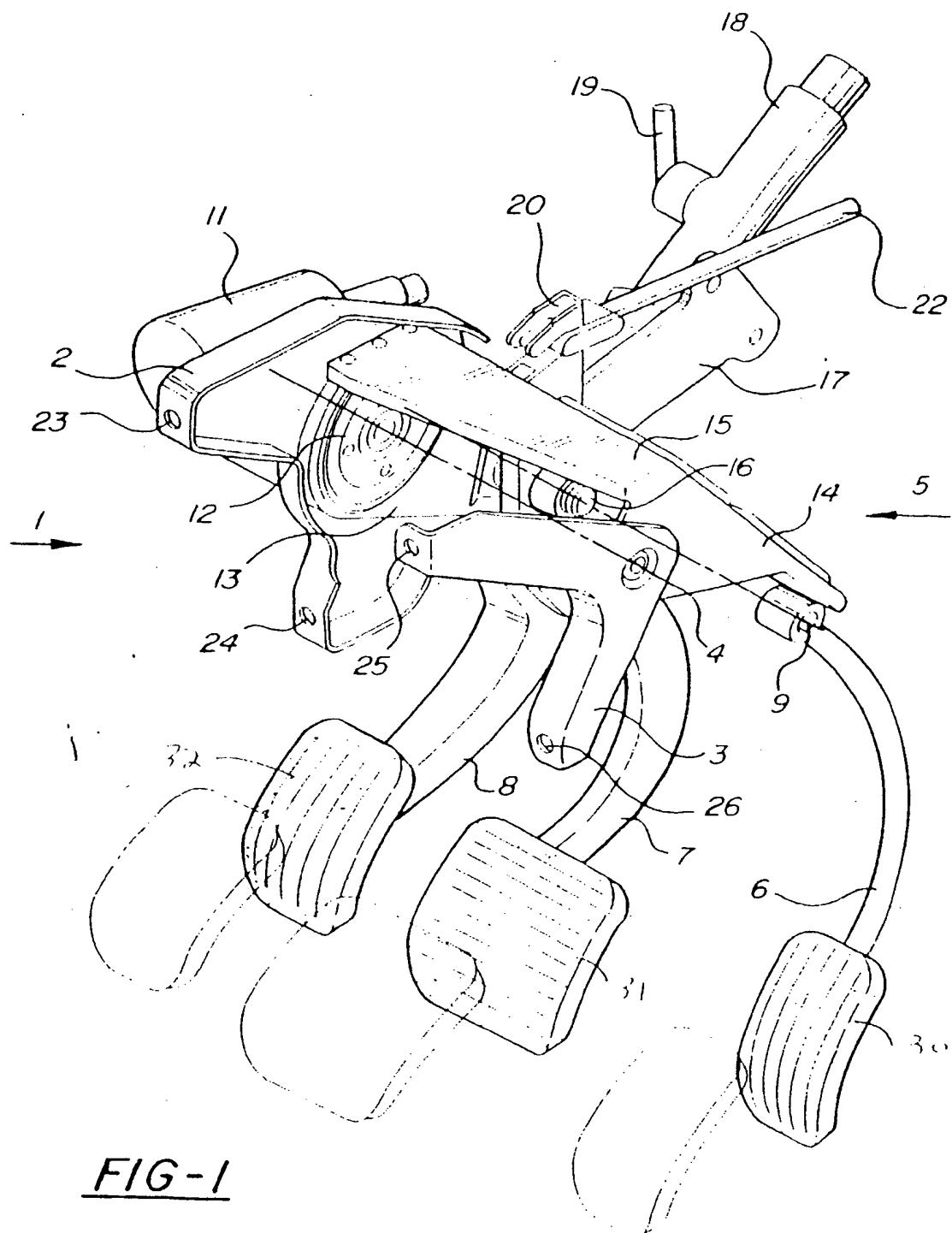


FIG-1

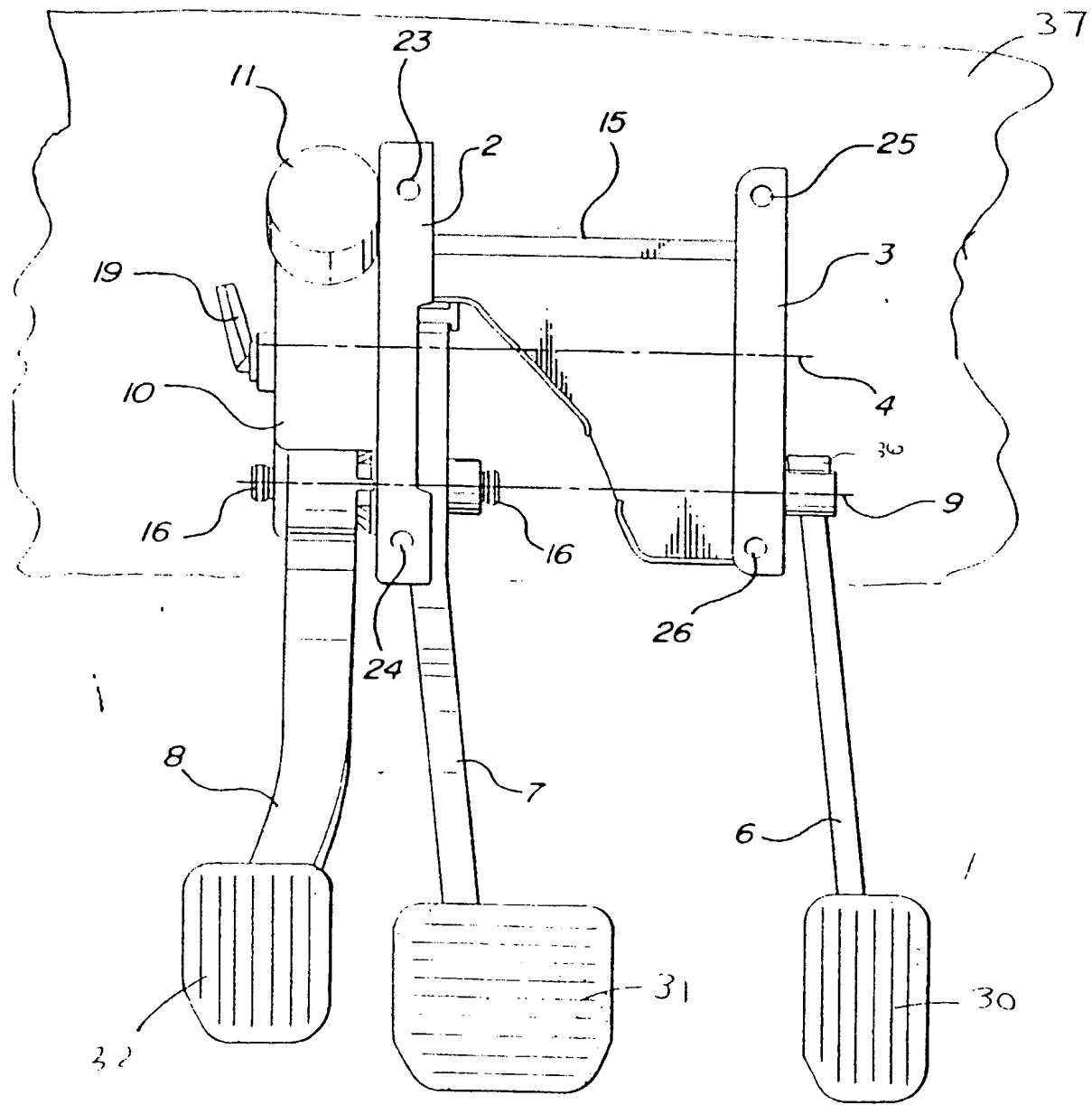


FIG-2

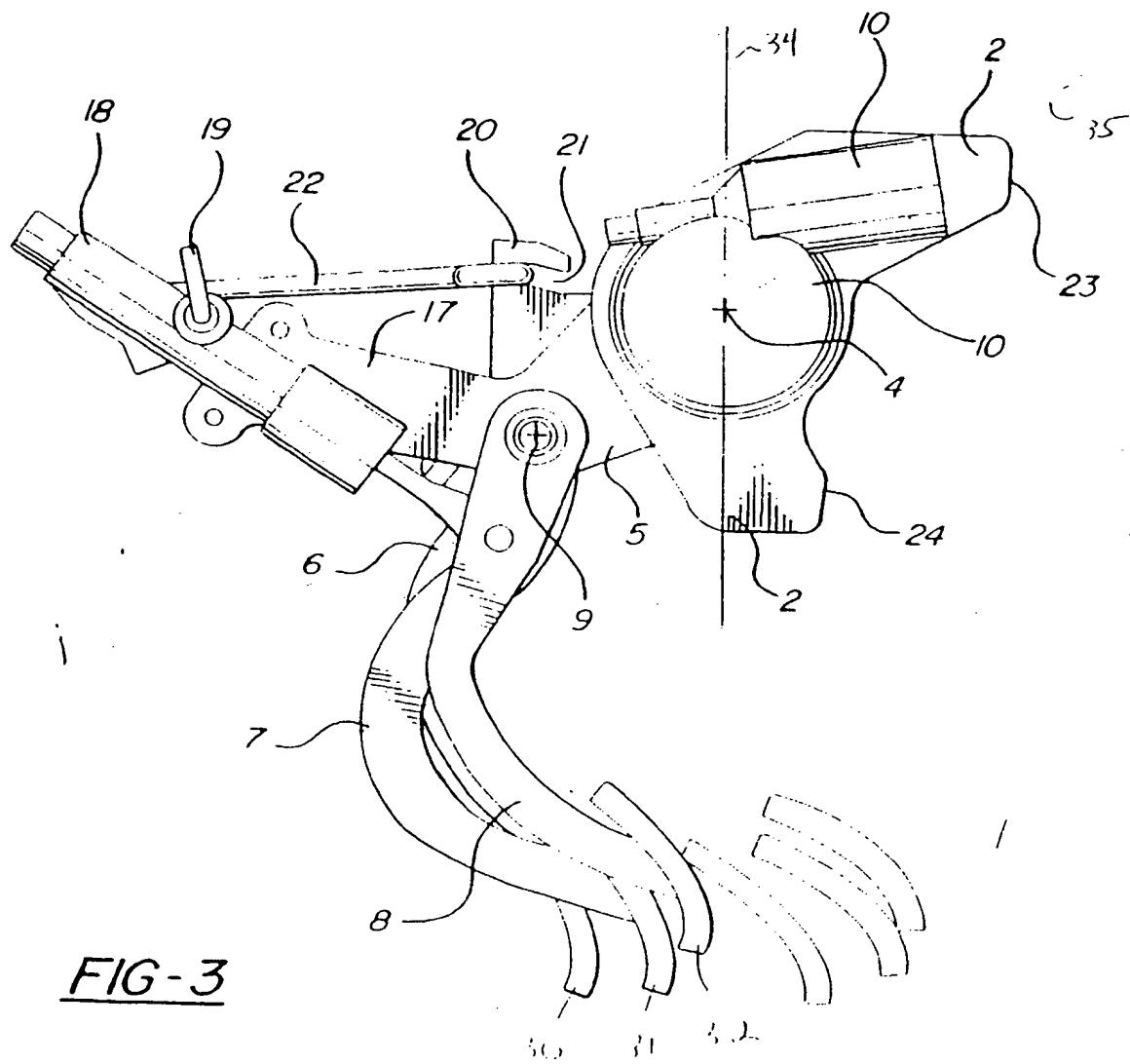


FIG-3



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## EUROPEAN SEARCH REPORT

Application Number  
EP 98 20 3822.6

DOCUMENTS CONSIDERED TO BE RELEVANT					
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.6)		
X	DE 1188954 B1 (H.C.F. PORSCHE K.G.), 11 March 1965 (11.03.65) -----	1,3,6	G05G 1/14		
The present search report has been drawn up for all claims					
Place of search	Date of completion of the search	Examiner			
STOCKHOLM	15 February 1999	SUNE SÖDERLING			
<b>CATEGORY OF CITED DOCUMENTS</b> X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document					
T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application I : document cited for other reasons & : member of the same patent family, corresponding document					

**ANNEX TO THE EUROPEAN SEARCH REPORT  
ON EUROPEAN PATENT APPLICATION NO. EP 98 20 3822.6**

This annex lists the patent family members relating to the patent documents cited in the above-mentioned European search report. The members are as contained in the European Patent Office EDP file on 02/02/99. The European Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
DE 1188954 B1	11/03/65	NONE	

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